



Forest
Service

Washington
Office

1400 Independence Avenue, SW
Washington, DC 20250

File Code: 6730-1
Route To: (6730)

Date: August 8, 2008

Subject: Delegation of Authority to Conduct a Safety Investigation

To: Janette Kaiser, National Forest System

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This memorandum formalizes the delegation of authority to investigate the helicopter accident, which occurred on the Shasta-Trinity National Forest on the Buckhorn Fire (Iron Complex), August 5, 2008. You have the full authority of the Chief to execute and complete a thorough safety investigation. Your authority includes, but is not limited to:

- Requesting designation as "party" to the National Transportation Safety Board (NTSB) investigation in accordance with 49CFR831.11 and assist the NTSB to the maximum extent possible.
- Controlling, organizing, managing, and directing the investigation.
- Authorizing and requesting additional personnel, including technical specialists, to support the investigation team, and releasing them upon completion of assigned duties.
- Authorizing and coordinating the expenditure of appropriated funds.
- Coordinating all media releases through the NTSB about the investigation.

The following team members are assigned:

- Team Leader (Shadow)/Human Factors Specialist: Jim Saveland
- Air Safety Investigator: Gary Morgan
- Assistant Air Safety Investigator: Jim Morrison
- Instructor Pilot: Chuck Taylor
- Helicopter Operations Specialist: Dave Glose
- Records Specialists: Bobbe Junge (BLM) and Ann Stegmaier
- Maintenance: Rob Van Horn
- Public Affairs Officer: Al Matecko
- Safety Manager: Boyce Bingham
- Union Representative: Joe Duran

Due to the significance of this incident, Forest Service Law Enforcement and Investigations (LEI) personnel have been requested to secure the accident scene. LEI personnel stand ready to assist the investigation upon request with the concurrence of the NTSB. Should circumstances warrant the need to include law enforcement investigative expertise and/or coordination, you have the authority to add such resources to the team with the approval of the NTSB. Please advise me of any such decision.



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Use the 2005 Accident Investigation Guide to investigate the circumstances related to the accident. Your team should issue a Factual Report and Management Evaluation Report (MER) within 45 days from arrival at the accident scene. No information will be released without NTSB approval. Unless a deviation is approved, the NTSB will determine and publish the probable cause of the aircraft accident.

Upon completion of the reports, a Chief's Accident Review Board (ARB) will be convened by the undersigned to review and approve the reports and develop an action plan based upon the